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# TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m.	Every 10 minutes.
8.00 a.m.	8.30 a.m.	Every 15 minutes.
9.00 a.m.	9.30 a.m.	Every 15 minutes.
10.00 a.m.	10.30 a.m.	Every 15 minutes.
11.00 a.m.	11.30 a.m.	Every 15 minutes.
12.00 noon	12.30 noon	Every 10 minutes.
1.00 p.m.	1.30 p.m.	Every 15 minutes.
2.00 p.m.	2.30 p.m.	Every 15 minutes.
3.00 p.m.	3.30 p.m.	Every 15 minutes.
4.00 p.m.	4.30 p.m.	Every 15 minutes.
5.00 p.m.	5.30 p.m.	Every 15 minutes.
6.00 p.m.	6.30 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m.	9.00 p.m.	9.45 to 11.15 p.m., every 1 hour.
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SATURDAYS.

Extra Cars at 11.00 p.m. and 11.45 p.m.
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SUNDAYS.

8.00 a.m.	9.00 a.m.	Every 15 minutes.
9.00 a.m.	9.30 a.m.	Every 30 minutes.
9.30 a.m.	10.30 a.m.	Every 15 minutes.
10.30 a.m.	11.30 a.m.	Every 10 minutes.
10.30 a.m.	10.00 p.m.	Every 10 minutes.
1.00 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	6.00 p.m.	Every 15 minutes.
6.00 p.m.	7.00 p.m.	Every 15 minutes.
7.00 p.m.	8.00 p.m.	Every 10 minutes.
8.00 p.m.	9.00 p.m.	Every 15 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m., every half hour.



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The Daily Press.

HONGKONG, MAY 9TH, 1907.

Nearly a year ago the Hongkong Government made representations to the Viceroy of Canton and to the metropolitan authorities of China with regard to the serious effect on trade of the large issues of subsidiary coins from the Canton Mint, and communications received from the Consul-General at Canton led the Government to believe that their representations had not been without effect. That is to say, the Government had reasons for believing that the Canton Mint had reduced its output of subsidiary coins, and on that report they apparently based the hope that the subsidiary coinage of this Colony would presently be rehabilitated. What has been the result? We cannot see that there has been any appreciable improvement, nor can we learn that any is anticipated by the experts for a long time to come. The question therefore suggests itself whether the Government will complacently view a long continuance of this deplorable condition of things, or promptly adopt effective means of restoring its subsidiary coins to their nominal value, and so remove the heavy tax on trade which the trade of the Colony has had to bear now for several years.

With the history of this question our readers are more or less familiar. Nominally forty millions dollars worth of these coins have been issued by the Government of Hongkong, a quantity twenty times as much as the actual needs of the Colony probably demand. Almost as fast as the coins were issued they disappeared from

the Colony and passed current throughout the Kwangtung province. This withdrawal of coins gave rise to constant complaints from the community, and the Government, impotent to stop the export of its currency, and content with the profit which the printing operations brought to the Treasury, met the public demand so long as it lasted. Not to be outdone in a lucrative enterprise of this kind, the Canton Government increased its mintage plant and began turning out unlimited quantities of Kwangtung subsidiary coins until the whole of South China, and Hongkong as well, was flooded with these coins which depreciated in value as the flood increased and dragged the subsidiary coinage of Hongkong down to the same level of value. Not until the discount rate on the silver subsidiary coins had risen to something like twelve per cent. did the Canton mint reduce its output, persuaded, we venture to think, as much by the fact that further mintage had become unprofitable as by the representations of the Hongkong Government that this excessive over issue of coins was doing considerable injury to trade. Notwithstanding the diminished output, the discount rate has continued to fluctuate between seven per cent. and 12 per cent. on the small silver coins, while on copper coins the rate has been nearer 20 per cent.

Be it observed that this depreciation of the subsidiary coins does not affect only the Steamboat, Tramway and Ferry Companies, whose income from passenger traffic is mainly in subsidiary coins; it bears detrimentally on every trading concern in the Colony, for it results in the enhanced cost of living and the increased cost of labour. Consider for a moment how large a proportion of the Colony pays away subsidiary coins for commodities required. The shopkeeper cannot afford to accept five twenty-cent pieces (actually worth little more than 90 cents) in payment of goods of the value of one silver dollar. He must protect himself by increasing his prices, and in turn the labourer is compelled to demand more for his hire to enable him to meet his increased expenses. Hence a depreciated coinage becomes a tax on the trade and commerce of the Colony, and its extent may be gauged when it is stated that the Hongkong Canton and Macao Steamboat Co. suffers a loss of nearly \$6,000 a month by exchange; the Lower Level Tramways Co. about \$3,000 and the Star Ferry Co. about \$1,000. The Government itself is losing heavily on the depreciated coins which find their way to the Treasury and the Post Office tills, and it may incidentally be mentioned that, though subsidiary coins are legal tender in the Colony up to two dollars in silver and one in copper, it is a matter of common experience that the sheriffs in these Government departments persistently try to bluff the unsuspecting payer who tenders subsidiary coin in excess of a dollar into giving them a silver dollar or a banknote, and when change is required from them they do not hesitate to unload on the customer, all the subsidiary coins possible—Chinese as well as British—regardless of the limit, unless the victim protests.

The Chinese authorities, of course, must be making a "fine thing" out of this depreciation in the value of the subsidiary coinage, and it amounts to this: that the Colony of Hongkong under present conditions is being heavily taxed to the advantage and profit of the Government of Canton. This subsidiary coinage evil is as acute in the Colony now as it was twelve months ago, and if the Government is disinclined to act, and act promptly, on its own initiative in the matter, it is time some organized effort were made to impress upon the Executive the seriousness of the situation and the urgent need for adopting effective remedial measures. It is generally recognised that the first step necessary towards restoring the Hongkong subsidiary coins to their nominal value is to make the uttering of Chinese coins in the Colony illegal and punishable. It may be admitted that such a law would not be an easy one to enforce, but the Straits Settlements appear able to protect their coinage by a similar measure of prohibition, and though it may be more difficult here than there to stop the import and circulation of foreign coin the task is not an impossible one. With such a law as this in force it has been suggested that the Government could safely undertake to redeem its subsidiary coins at par, without calling them in. Those who support this suggestion believe that there would be no rush to the Treasury of persons wanting to change their small coins for dollars. But the Government cannot take chances of this description while it is unable to form any idea of the amount of Hongkong subsidiary coins still in circulation. As we have said,

forty million dollars (nominal) worth of these coins have been issued. Common report says that great quantities of them have gone into the melting pots of the Chinese silversmiths at Canton and elsewhere, and perhaps this may form the main reason for the faith that in many people that not one-fourth of the total issue would be forthcoming if the Government decided to call them in. But the prospect of having to redeem at par even ten millions is sufficiently appalling to a Government which has no Redemption Fund. This leads us up to the question whether the Government, having regard to all the circumstances, is morally bound to redeem these coins than are necessary to meet the requirements of the inhabitants of the Colony? The subsidiary coins in use in the Colony are estimated to be roughly about two million dollars worth. If the Government can be persuaded that it is just in repudiating its currency which has been illegitimately withdrawn from the Colony, the problem is very much simplified. The Government could then say: We will call in our subsidiary coins in the Colony within a few days, and we will allow speculators no time to scour the provinces of South China to collect for redemption all the Hongkong coins that may be found in circulation. No injustice, it seems to us, would be done to the Chinese people outside the Colony, for the Hongkong coins in their possession are to all intents and purposes native currency, while their exchange value is rather more than that of the coins issued from the Canton mint. The coins the Government withdraws from circulation in Hongkong would have to be replaced by new coins of different design, and, to make illegal coining unremunerative, they would have to be proportionally of the same "finesness" as the dollar. Whether this is a feasible scheme or not it is for the Government, with the advice of its expert advisers, to decide; and as there seems no likelihood of "values readjusting themselves" it would ill become the Government of this Colony to neglect any longer to adopt whatever effective means lay in their power to remove from the trade and commerce of the Colony the burdensome tax which our depreciated subsidiary coinage has imposed.

The 20th plague corpse was found yesterday in Chater Road, near the Queen's Statue.

We are asked to announce that the Services in St. John's Cathedral today (Thursday Ascension Day) will be as follows:—Holy Communion, 8 a.m. Matins and Holy Communion, 11 a.m.

The bigamy case which promised to be so full of interest owing to the fact that Wong Yan, a Yumatti boiler-maker, is the first Chinese man to be charged with the offence, will not be heard after all, at least not for the present, the defendant having absconded. He should have appeared before Mr. Hazland at the Magistrate's yesterday, and as it was stated he had absconded his bail of \$500 was declared forfeited.

The Straits Times of April 30th remarks:—Bandmann's Follies passed through Singapore a few days ago on their way from Hongkong to Colombo. This experiment of Mr. Bandmann with Far Eastern theatre-goers has turned out a dismal failure, as it deserved to do. We hope it will be a warning to him and to others to keep faith with the public. The Follies gave an excellent show. It was their misfortune to be mixed up with such management.

The son of a Chinese barrack sergeant at Yumatti has got into trouble for demanding money by threats from a Chinese woman. A friend of his owed the woman three dollars and when she demanded the return of the money from him and insisted on getting it the defendant went to her and threatened to do all sorts of terrible things if she did not part with the money. After a lengthy hearing at the Magistrate's yesterday Mr. Hazland adjourned the case for further evidence.

The panic which overtakes the gambling Chinese at the approach of the police was illustrated afresh yesterday morning, when two limping coolies were seen at the Magistrate's. Both were chair barbers. When the police were carrying out a raid at Hong Ning Lane on Tuesday night one of the affrighted gamblers leaped over the verandah of the first floor and was picked up with an injured ankle and a few bruises on his body. A similar occurrence took place at U Lok Lane under similar circumstances. Both men had to be treated at the hospital.

New York County will have to pay the cost of the prosecution in the Thaw case estimated at over \$29,000—the chief items being: experts \$28,000, Judge's salary \$280, District Attorney's \$240 and Assistant Attorneys, Jurors, Court officials, and Detectives the remainder. The cost of the defence, however, is appalling, and has been summarised as follows:—  
Mr. Delmas (counsel) ... 240,000  
Mr. Gleason do ... 4,000  
Mr. O'Reilly do ... 2,000  
Three janitors ... 3,000  
Eleven experts ... 10,000  
Detectives ... 1,000  
Total ... 260,000

The tourist travel to America is very heavy. On some lines every cabin is engaged into July. The Oriental trip is increasingly a favorite one with Americans.

The roof of the Persa Club at the corner of Elgin and Shelley Streets collapsed at about 7.30 p.m. last evening, causing considerable damage, but fortunately no lives were lost.

Hon. Leo Borchgrevink, the American Consul-General at Canton, was operated upon for appendicitis by Dr. Koch at the Government Civil Hospital on Sunday. He is reported as doing well.

The Japan Chronicle was informed that a meeting of the Committee of Promoters (Japanese and foreigners) of the Oriental Beer Brewing Company, Limited, was held on April 22, when it was decided to formally ask the promoter whether he was in favour of going on with the business or of immediately dissolving the concern. It is stated that the great majority of the Committee are in favour of winding-up the company with the least possible delay.

An amusing incident was cited by the Times Tangle correspondent last month. There was, he says, considerable alarm among the troops posted outside the town one night. It appeared that a calf escaped from some farm and approached the outposts, who mistook it for the unit forces of the 1st and 2nd Bns. and opened fire. The alarm spread, and cavalry were hurried to the spot. After a prolonged fusillade the calf was discovered unharmed, and the troops were repaid the following morning to be suffering from nervous shock.

A cool theft was related to Mr. Hazland at the Magistrate's yesterday. A Chinaman, it was stated, walked into a rattan shop on Tuesday afternoon and picked up a piece of matting valued \$14, telling the fooki to come to a house in Connaught Road Central to receive payment. Arrived at a house there, the purchaser told the fooki to wait below while he went up for the money. He did not return and the fooki discovered that the man had disappeared by way of the roof. Yesterday morning in Hollywood Road a fooki saw a man carrying a piece of matting and his inquiries not being satisfactorily met he took him in custody. The defendant was remanded.

Among the Suffragettes arrested last month and sentenced to imprisonment is Miss Constance Clyde, an Australian journalist. The somewhat anomalous position in which Miss Clyde finds herself is that of a woman who has enjoyed the vote in a British Colony being sentenced, for having taken part in a demonstration in favour of votes for women in the mother-country. Miss Clyde, whose book "A Pagan's Love," published about two years ago by Mr. Fisher Unwin, was well received, is in England for the completion of her second novel dealing with the much-debated subject of the Deceased Wife's Sister Bill. She is an occasional writer in the English reviews, and is a well-known contributor to the New Zealand Press.

Dr. J. Nield Cook, Health Officer, Calcutta, has submitted to the Christian Burial Board certain suggestions which revolutionise orthodox methods for burying the dead. He proposes that the future cemetery should be laid out as a garden; that all tombstones should be prohibited, not only because they are unsanitary objects, but because they interfere with the process by which the body is disposed of in the earth. The ideal he holds is that dust should return to dust as speedily as possible and for this purpose he advocates light perishable coffins as in accordance with the views of most burial reformers. The most controversial portion of his scheme is a proposal for superceding the private undertaker by means of a public department which will conduct funerals at the lowest possible cost.

Trade with the East from Victoria is much handicapped by the lack of direct shipping communication, so both the Far East Government agents have from time to time advised the Minister for Agriculture. In his latest report Mr. Levison, the Victorian agent in China, says that the opportunities of opening up trade with Shanghai are interfered with by the increased cost caused by the transshipment which has to take place because there is no direct communication. Merchants at Shanghai had informed him there would be a market for the importation of butter, ham, bacon, cheese, flour, wheat, compressed fodder, oats, and horses with a direct line. The boycott of American goods, he says, is being extended, and is being felt by the American suppliers. Merchants who sold American flour had informed him that during the previous three months there had been a marked decrease in the quantity of this article ordered by Chinese, though shipments were still coming forward to meet previous orders.

PAPER MANUFACTURE IN RANGOON.  
A telegram from Rangoon the other day announced that the Burma Government is prepared to grant concessions to firms taking up the manufacture of paper in the province. The principal terms of the proffered agreements are that no royalty will be charged on bamboo used and utilized for the manufacture of pulp or paper within a period of twenty years, the royalty thereafter being Rs. 1 per ton, and that suitable sites for the erection of a factory, if available on Government land, will be granted rent-free for twenty years, subject to certain restrictions, and the free use of all roads and from such factory guaranteed.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## IRISH LAND BILL.

LONDON, May 8th.  
The Government's bill establishing a Council of 32 elected and 24 nominated members to control eight departments, including the Treasury, has been introduced. It also provides that Dublin members will continue to sit at Westminster.

## THE IMPERIAL CONFERENCE.

LONDON, May 8th.  
The Imperial Conference has confirmed the 1902 resolutions.

## OBITUARY.

LONDON, May 8th.  
Admiral Heath is dead, aged 90 years.

Admiral Sir Leopold George Heath entered the Royal Navy as a midshipman in 1831 and reached the rank of commander in 1847. He was in command of H.M.S. Niger at the attack on Lagos in 1851; was at the naval bombardment of Sebastopol in 1854, after which he was promoted captain and C.B. He was appointed superintendent of transport at Balaklava; was vice president of the Ordnance Select Committee; as Commodore he held command of the East Indian Station, and as first class Commander of the naval forces in the Abyssinian war, afterwards receiving the thanks of Parliament. He had Crimean, Turkish and Abyssinian medals.

## JAPANESE PRINCE HONOURED.

LONDON, May 8th.  
Prince Fushimi, who has been made a G.C.B., was entertained at a State banquet yesterday.

## THE HOUSE OF LORDS.

LONDON, May 8th.  
The Earl of Cawdor's motion for a select committee to reform the House of Lords, has been adopted.

## SHANGHAI RACES.

SHANGHAI, May 8th.  
THIRD DAY.  
THE GREAT NORTHERN PLATE.—Value, Tls. 250. For China ponies that have run at this meeting. Seven furlongs.  
Mr. John Peel's Ard Patrick (Mr. Johnston) 1  
Uncle Charlie's Maryland (Mr. Tom Watts) 2  
Mr. Marlow's Rollo (Mr. Moller) 3  
Time 1 min. 47-4/5 secs.  
THE AUCTION LANG SYNE CUP.—Value, Tls. 375. For China ponies, being bona fide griffins at date of entry. One mile and a quarter.  
Mr. Quaboe's Myotis (Mr. Moller) 1  
The King's Sealion (Mr. Hayes) 2  
Mr. Dargor's Agria (Mr. Crichton) 3  
Time 2 min. 37-2/5 secs.  
THE SHANTUNG STAKES.—Value, Tls. 200. A forced entry for all subscription griffins otherwise entered at this meeting. One mile.  
Mr. Mellow's Mira (Mr. Burkill) 1  
Messrs. Nephew and Robson's Rheingold 2  
Mr. Richmond's Spindrift (Mr. Campbell) 3  
Time 2 min. 6-3/5 secs.  
THE FAIR-METUEN STAKES.—Value, Tls. 300. For China ponies. One mile and a half.  
Mr. Marlow's Argente 1  
Mr. John Peel's Cotswold (Mr. Johnston) 2  
Mr. Quaboe's Cedric (Mr. Moller) 3  
Time 3 min. 16 secs.  
THE RACING STAKES.—Value, Tls. 250. For China ponies that have not run before 1st January 1907. One mile.  
Mr. John Johnston's Homocoe 1  
Mr. Ballmuss's Sagittarius (Mr. Schnorr) 2  
Mr. Cleugh's On Time (Mr. Turnbull) 3  
Time 2 min. 06 sec.  
THE YANGTZE CUP.—Value, Tls. 250. For China ponies that have run at this meeting. One mile and three-quarters.  
Mr. Robson's Lavender (Mr. Burkill) 1  
Mr. Crichton's Jaggere (Mr. Dalgleish) 2  
Mr. Nephew's Casador (Mr. Hayes) 3  
Time 3 min. 43-4/5 secs.  
In this event Lavender established a record, the previous fastest time being Vancouver's 3 min. 44 secs.  
THE MANGCHU STAKES.—Value, Tls. 250. For China ponies, bona fide griffins at date of entry, that have run and not won a race. One mile and a quarter.  
Mr. Cleugh's Hamish (Mr. Burkill) 1  
Mr. G.H. Potts's Southern King (Mr. Cumming) 2  
The King's Amaze (Mr. Hayes) 3  
Time 2 min. 39-4/5 secs.  
THE CONSOLATION CUP.—Value, Tls. 250. For China ponies that have run at this meeting and not won a race. One mile and a quarter.  
Messrs. Common and Robson's Coxcomb 1  
Uncle Charlie's Maryland (Mr. Burkill) 2  
Mr. Henry Morris's Heathfield (Mr. Crichton) 3  
Time 2 min. 41-1/5 secs.  
THE CHAMPION SWEETSTAKES.—Value, Tls. 800. For all China ponies winners at this meeting. One mile and a quarter.  
Mr. Barley's Morak (Mr. A. Watts) 1  
Mr. Beverly's Brockton (Mr. Hayes) 2  
Mr. Quaboe's Roric (Mr. Moller) 3  
Time 2 min. 40-2/5 secs.  
THE NIL DESPERANDUM CUP.—Value, Tls. 200. For subscription griffins of this meeting that have run and not won a race. Seven furlongs.  
Mr. Fife's Mimily (Mr. Lomence) 1  
Mr. Argente's Sinn Fein 2  
Mr. Richmond's Spindrift (Mr. Campbell) 3  
Time 1 min. 53-1/5 secs.

The following are the analyses of wines of owners, jockeys and ponies:—

OWNER	1st.	2nd.	3rd.
Mr. G. H. Potts	3	3	3
Mr. Quaboe	3	2	4
Mr. John Peel	3	1	3
Mr. Barley	3	—	—
Mr. Mellow	3	—	—
Mr. Bines Robertson	2	—	—
Uncle Charlie	3	4	1
Mr. Marlow	1	2	1
Messrs. Nephew and Robson	1	2	1
Mr. Beverly	1	2	—
Messrs. Oswald and Hunter	1	1	1
Mr. Cleugh	1	—	—
Mr. N. W. Hickling	1	—	—
Mr. Twooses	1	—	—
Mr. Fairbrother	1	—	—
Messrs. Pogg and Spales	1	—	—
Mr. J. Johnston	1	—	—
Mr. Robson	1	—	—
Mr. Fife	1	—	—
Messrs. Common and Robson	1	—	—
Mr. Ballmuss	—	5	—
Mr. Argente	—	2	—
The Ring	—	1	2
Mr. Henry Morris	—	1	1
Mr. Macdonald	—	—	—
Mr. Jeddore	—	—	—
Mr. Ellis Kadoorie	—	—	—
Mr. Crichton	—	—	—
Mr. Argente	—	—	—
Mr. Richmond	—	—	3
Mr. Rannik	—	—	—
Mr. California	—	—	—
Mr. Mowat	—	—	—
Mr. Dargor	—	—	—
Mr. Nephew	—	—	—
Mr. Jasper	—	—	—

JOCKEY	1st.	2nd.	3rd.
Mr. C. R. Burkill	9	1	—
Mr. Johnston	5	1	4
Mr. Cumming	4	3	2
Mr. Moller	3	1	2
Mr. H. W. Watts	3	1	1
Mr. Hayes	2	5	3
Mr. T. Watts	1	3	1
Mr. Crichton	1	2	3
Mr. J. Brand	1	—	—
Mr. Wuilleminier	1	—	—
Mr. Lomence	1	—	—
Mr. Schnorr	—	6	—
Mr. Jones	—	2	—
Mr. Dalgleish	—	1	1
Mr. Rastin	—	—	—
Mr. Hooper	—	—	—
Mr. Campbell	—	—	5
Mr. Iovers	—	—	1
Mr. Stinner	—	—	—

## CANTON.

(FROM OUR CORRESPONDENT.)

May 7th.  
TYPHOON IN SAMSHUI.  
A destructive typhoon visited Samshui on the 4th inst. Ten houses collapsed, killing three persons and injuring another. Seven lives were lost among the boat population and more than 200 junks were destroyed. The damage is now estimated at about \$10,000.

INCENDIARISM.  
As a result of the frequent occurrence of incendiaries in the shop Yum Man Kee in the 7th Ward, St. Kwan, a petition was presented to the No. 6 Police Station to keep a sharp watch for the guilty person. In the afternoon of the 4th, a maid servant was detected on the roof with a jar of kerosene and matches, and was arrested. She was found to belong to a family residence in the vicinity, and revenge was supposed to be her motive.

THE EXPLOSION SCARE.  
On the 5th instant H. B. the Viceroy went to see the Sixth General with regard to the removal of all magazines in the city to an isolated place outside Canton, after making an inspection of the one exploded recently.

A BANQUET.  
A banquet was given by Cheung Fui Sze in the house of the Chamber of Commerce. The guests included all the Consuls, the Viceroy, the Tartar General and his two assistants, Provincial Treasurer and Judge, the Nam Hoi and Pun Yu Magistrates and many other officials. The Salt Commissioner was unable to be present.











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 SILVER RESERVE.....\$1,000,000  
 RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

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**LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.**

**HONGKONG—INTEREST ALLOWED.**  
 On Current Account at the rate of Two per Cent. per annum on the daily balance.  
 On Fixed Deposits:  
 For 3 months, 2½ per cent. per annum  
 For 6 months, 3½ per cent. per annum  
 For 12 months, 4½ per cent. per annum  
 J. R. M. SMITH, Chief Manager  
 Hongkong, 4th April, 1907.

**HONGKONG SAVINGS BANK.**  
 THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3½ per cent. per annum.  
 Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4½ per cent. per annum.  
 For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
 J. R. M. SMITH, Chief Manager.  
 Hongkong, 12th January, 1907.

**NEDERLANDSCH-INDISCHE HANDELSBANK.**  
 (NETHERLANDS INDIA COMMERCIAL BANK)  
 ESTABLISHED 1883.  
 Authorised Capital Fl. 15,000,000 (21,250,000)  
 Subscribed Capital Fl. 10,000,000 (Paid up)  
 Reserve Fund Fl. 1,628,550.19 (2,135,737)

**HEAD OFFICE: AMSTERDAM.**  
**SUB-OFFICE: THE HAGUE.**  
**HEAD AGENT: BATAVIA.**

**BRANCHES at:** Singapore, Sourabaya, Samarang, Indramajoe, Bandong and Weltevreden.  
**CORRESPONDENTS at:** Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

**BANKERS:**  
 London: THE WILLIAMS DEASONS BANK, LD  
 Paris: COMPTON NATIONAL D'ESCOMPTES DE PARIS  
 Berlin: DEUTSCHE BANK  
 Brussels: BANQUE DE PARIS ET DES PAYS BAS  
 Vienna: UNION BANK  
 Rome: BANCA COMMERCIALE ITALIANA

**THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.**

**INTEREST ALLOWED.**  
 On Current Account at the rate of 2½ per cent. per annum on the daily balance.  
 On Fixed Deposits: 12 months 4½ per cent.  
 " 6 months 3½ per cent.  
 " 3 months 2½ per cent.  
 J. BOETJE, Manager.  
 No. 16, Des Vaux Road Central

**THE BANK OF TAIWAN LIMITED**  
 (INCORPORATED BY SPECIAL IMPERIAL CHARTER)  
 CAPITAL SUBSCRIBED.....Yen 5,000,000  
 CAPITAL PAID-UP....." 3,750,000

**HEAD OFFICE: TAIPEI, FORMOSA.**  
**BRANCHES AND AGENCIES:**  
 Amoy, Kobe, Tainan  
 Ningpo, Nagasaki, Canton  
 Foochow, Osaka, Hankow  
 Keelung, Shanghai, Yokohama  
 Swatow

**HONGKONG OFFICE:**  
 Interest allowed on Current Account Deposits received on terms which may be learned on application.  
 D. TOHDOW, Manager.  
 Hongkong, 5th April, 1907.

**INTERNATIONAL BANKING CORPORATION.**  
 Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

**CAPITAL AND RESERVE:**  
 AUTHORIZED.....Gold \$10,000,000  
 CAPITAL PAID UP.....Gold \$3,250,000  
 RESERVE FUND.....Gold \$3,250,000  
 HEAD OFFICE: 60, Wall Street, New York.  
 LONDON OFFICE: Threadneedle House, E.C.  
 Branches and Agents all over the World

**LONDON BANKERS:**  
 BANK OF ENGLAND  
 NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED  
 THE CAPITAL & COUNTIES BANK, LIMITED

**BRANCHES and AGENTS all over the World.**  
 The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2½ per cent. per annum on the daily balance and on Fixed Deposits at the following rates:  
 For 6 months 3½ per cent. per annum  
 For 3 months 2½ per cent. per annum

No. 9, Queen's Road, Central, Hongkong.  
 CHAS. R. SCOTT, Manager.  
 Hongkong, 1st January, 1907.

## BANKS

**DEUTSCH-ASIATISCHE BANK.**  
 CAPITAL FULLY PAID UP.....Sh. Tseels 7,500,000  
**HEAD OFFICE—SHANGHAI.**  
**BOARD OF DIRECTORS, BERLIN.**

**BRANCHES:**  
 Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:  
 KÖNIGLICHE SREHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.  
 DIRECTION DER DISCONT-GESSELLSCHAFT  
 DEUTSCHE BANK  
 S. BUCHHEIM & CO.  
 BERLINER HANDELS-GESSELLSCHAFT  
 BANK LÜBEK HANDEL UND INDUSTRIE  
 ROBERT WARSCHAUER & CO.  
 MENDELSSOHN & CO.  
 M. A. VON ROTHSCHILD & SOHN

**BRANCHES:**  
 JACOB S. H. STERN  
 NORDDEUTSCHE BANK IN AMSTERDAM, Hamburg  
 SAL. OPPENHEIM, J.B. & CO., Koeln.  
 BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

**LONDON BANKERS:**  
 Messrs. N. M. ROTHSCHILD & SONS  
 THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
 DEUTSCHE BANK (BERLIN), LONDON AGENCY  
 DIRECTION DER DISCONT-GESSELLSCHAFT

**INTEREST allowed on Current Accounts.**  
 DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
 F. JUNG.  
 Hongkong 7th January 1907.

**THE YOKOHAMA SPECIE BANK LIMITED.**  
 CAPITAL PAID-UP.....Yen 24,000,000  
 RESERVE FUND....." 14,500,000

**BRANCHES AND AGENCIES.**  
 Tokyo, Kobe, Osaka  
 Nagasaki, London, Lyons  
 New York, San Francisco, Hankow  
 Bombay, Shanghai, Peking  
 Calcutta, Tientsin, Port Arthur  
 Amoy, Cebu, Lioyang, Makden  
 Tientsin, Chang Chun

**HEAD OFFICE—YOKOHAMA.**  
**HONGKONG—INTEREST ALLOWED.**  
 On Current Account at the rate of 2 per cent. per annum on the daily balance.  
 On fixed deposits for 12 months 4½ per cent.  
 " 6 months 3½ per cent.  
 " 3 months 2½ per cent.  
 J. BOETJE, Manager.  
 Hongkong, 6th April, 1907.

**NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.**  
 (NETHERLANDS TRADING SOCIETY).  
 ESTABLISHED 1824.  
 PAID UP CAPITAL Fl. 45,000,000 (23,750,000)  
 RESERVE FUND Fl. 5,000,000 (2,117,000)

**HEAD OFFICE IN AMSTERDAM.**  
**HEAD AGENT: BATAVIA.**  
 Branches: Singapore, Penang, Shanghai, Rangoon, Sourabaya, Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

**Correspondents at:** Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.  
**LONDON BANKERS:**  
 THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

**INTEREST ALLOWED.**  
 On Current Accounts 2½ per cent. per annum on the daily balance.  
 Fixed Deposits 12 months 4½ per cent.  
 " 6 months 3½ per cent.  
 " 3 months 2½ per cent.  
 J. L. VAN HOUTEN, Agent.  
 Hongkong, 5th March 1907.

**THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.**  
 INCORPORATED BY ROYAL CHARTER, 1853  
**HEAD OFFICE—LONDON.**  
 CAPITAL PAID-UP.....£800,000  
 RESERVE LIABILITY OF SHAREHOLDERS.....£800,000  
 RESERVE FUND.....£975,000

**INTEREST allowed on Current Accounts at the rate of 2½ per cent. per annum on the daily balance.**  
 On Fixed Deposits for 12 months 4 per cent.  
 " 6 months 3½ per cent.  
 " 3 months 2½ per cent.  
 JOHN ARMSTRONG, Manager.  
 Hongkong, 11th March, 1907.

**THE MERCANTILE BANK OF INDIA, LIMITED.**  
 AUTHORIZED CAPITAL.....£1,500,000  
 SUBSCRIBED.....1,125,000  
 PAID-UP.....562,500  
 RESERVE FUND.....170,000

**BANKERS:**  
 LONDON JOINT STOCK BANK, LIMITED.  
**INTEREST allowed on Current Accounts at the rate of 2½ per cent. per annum on the daily balance.**  
 On Fixed Deposits:  
 For 12 months 4½ per cent.  
 " 6 months 3½ per cent.  
 " 3 months 2½ per cent.  
 EVAN ORMISTON, Manager.  
 Hongkong, 30th April, 1907.

## IS THE UNIVERSE TWOFOLD?

## IMPORTANT ASTRONOMICAL DISCOVERY.

(By E. WALTER MAUNDER, F.R.A.S.)  
 The chief paper under discussion at the meeting of the British Astronomical Association was upon "The Systematic Motions of the Stars" by Mr. A. S. Eddington, one of the Chief Assistants at the Royal Observatory, Greenwich. The same subject also forms the theme of an article by Professor H. H. Turner, of Oxford, in the April number of the *Fortnightly Review* under the title of "The Place in the Universe." It is a most interesting paper since Thomas Wright, the son of a Durham carpenter, first drew attention to the evidence which the Milky Way affords of something like a definite structure in the starry heavens. He was followed by the Rev. John Michell, Rector of Thornhill, in Yorkshire, and by Kant and Lambert on the Continent. A little later Sir William Herschel devoted himself to the attempt to ascertain the true character of this structure of the heavens, and in the course of his labours showed that the apparent movements of the stars upon the celestial vault indicated that they were moving in a definite direction relative to the sun and the members of his system; or, to put it more plausibly, that the sun accompanied by his planets was moving relatively to the stars, and towards a point which Herschel determined as lying in the constellation Hercules. This research of Herschel's has been confirmed in effect by a number of later astronomers, dealing with simpler material than was at his disposal, but so long ago as 1870 the late R. A. Proctor showed that this movement of the sun by no means exhausted all the indications presented by the material available. Proctor went no further, however, than to indicate generally that there was evidence of small groups and families of stars possessing motions in common, and he undertook no general discussion of the question. Some three years ago Professor J. C. Kapteyn of Groningen pointed out at St. Louis, and again in the following year at the South Africa meeting of the British Association, that there was distinct evidence of two great star drifts, not of one alone.

It is clear that if we suppose that the star drifts have no predilection for motion in any direction rather than another, and at the same time we suppose that the sun, with its planets including the earth, at rest with respect to them then in any region of the sky we shall find that the number of the stars moving in each particular direction are on the average approximately equal. If, then, around each selected centre we draw lines proportional in their length to the numbers of stars moving in each particular direction, these lines will on the average tend to be equal, and the line enclosing the figures will, roughly speaking, tend to be circular. The case is quite altered if we suppose that the sun has a considerable motion relative to the stars in general, or that they on the other hand, have a considerable motion relative to it. These circles will at once elongate, and they will become the more elongated if the more rapid the sun's motion is supposed to be relatively to the average special motion of each particular star. But the figures thus obtained will be still quite symmetrical with respect to the line parallel to the sun's motion, which will be the longest axis of the oval figures so produced. Now Professor Kapteyn found that this condition of symmetry did not prevail, but there was distinct evidence of a general distortion of the figures such as would result from a large number of the stars not being subject to the supposed condition—that is to say, for many of the stars it was not true that they had not particular predilection for movement in any one direction. In other words, a large number of the stars were subject to a special drift.

THE STARRY CROQUET.  
 Professor Kapteyn's investigation regarded the stars of greater catalogue of Bradley, the third astronomer Royal. This catalogue, the first to give really accurate star places, having been made 150 years ago, is the most valuable source of our knowledge of the apparent movements of the individual stars, and it supplied Kapteyn with 2,400 "proper motions," as they are technically termed. Mr. A. S. Eddington has more for this investigation—namely, the catalogue of Stephen Grover Smith, a singularly laborious and careful amateur astronomer, who observed at Blackheath in the opening years of the nineteenth century. This catalogue supplied Mr. Eddington with 4,500 stars, a number which he has been able still further to increase from other sources. This larger amount of material has shown Mr. Eddington, not merely that the stars in general may be divided into two great companies, each with its own special drift, but that the numbers of the stars belonging to the two drifts are nearly equal, and not only so, but the proportion of stars belonging to each drift is about the same in every part of the sky, and it would also appear at every distance with which the inquiry is concerned. The stars of the two drifts are also very equally distributed as to their brightness or magnitude, so that it would seem, at any rate at first sight, that we are presented with the spectacle of two great equal streams of stars moving in different directions but thoroughly interpenetrating each other. They are not, however, moving at the same speed, for one stream is moving relatively to the other three or four times as rapidly as the other. Or, perhaps, we may put the conclusion in a different form. About half the stars which we are here considering may be supposed to be as a company—fixed in space, the special motions of the several individual stars having no preference for one direction rather than another. The other half of the stars—of which company one sun is a member—everywhere penetrates the first and is moving among it in a given direction, carrying the sun with it. But the sun is not only moving with this second company, but also moving among it. There is some slight indication that this company, resembles our sun in physical constitution, as there seems to be a tendency towards resemblance in spectrum.

POSITION OF THE GLOBE IN SPACE.  
 It will be seen that professor Kapteyn's inquiry marks a distinct and important stage in the development of that great research instituted by Sir William Herschel more than a hundred years ago, and that Mr. Eddington has been able to take it a step further still. Each stage in this long research has practically confirmed the validity of the work that has gone before, but at the same time has corrected and modified it; and, no doubt, ere long, Mr. Eddington's conclusions will be again corrected and modified. The idea of two equal streams of stars, everywhere interpenetrating each other, an idea very difficult of acceptance, may, however, very long receive a simple explanation, or the facts upon which it is based may be satisfactorily accounted for in quite a different way. But in the meantime Professor Turner has made effective use of Mr. Eddington's conclusions to drive another nail into the coffin of the attractive theory, advanced three or four years ago by Dr. A. R. Wallace, that the sun and earth were practically at the

centre of the visible universe. Clearly, if we are involved, not in a single stream of stars, but in two at once, which are moving relatively to each other, we cannot possibly long remain at the centre of both, any more than a circus rider can hope to remain on both the steeds which he is riding, if they gallop in different directions. This is a fair point to raise against Dr. Wallace, but also in fairness to him it must be borne in mind that the stars, of which we know anything concerning their proper motions, belong only to the innermost kernel of the visible universe. Outside these lies the Milky Way and all its ramifications, the grille of our stellar system, or rather the great Milard Snake, by which our universe is encircled and bound together.

**EARTHQUAKES AND GRAVE EXPANSION.**  
 The recent destructive earthquakes in Chile, South America, and Kingston, Jamaica, West Indies, have, says the *Epoch* and *Importance Journal*, had a material effect in increasing the foreign trade of the United States of America. The wholesale destruction wrought by them has created new demands for manufactured goods, which could never have arisen but for them. Cities have been practically swept out of existence, and these cities must be rebuilt and their stores furnished with goods with which to renew business activity. These goods, most numerous in their variety, must, of necessity, come from foreign cities, and on reduced capacity of the afflicted cities to produce, practically, to zero. And so it happens that they must call on exporting nations to furnish them with the goods, without which the rebuilding of the cities would be impossible.

In treating the earthquakes in this practical, business manner, no intention is felt to diminish in any measure the great flood of sympathy for the stricken inhabitants of the cities which have suffered. That sympathy was shown nobly by all nations, when the first news of the earthquakes was flashed across the world. It found expression in offers of aid, many of which were accepted gratefully and served to diminish materially the effects of the blow. But the time for the active expression of pure sympathy has passed, and the era of reconstruction has begun. In this era there is a certain amount of business principles, and in answering that call business principles will come to the front as the leading element of the situation. Chile and Jamaica need supplies for placing themselves once again in a position to conduct the struggle of existence, and the nation which can furnish those supplies most cheaply and most satisfactorily will absorb the bulk of the business.

American exporters have realized that this fact, and the exports from the United States to Chile and Jamaica have increased to a large extent during the last two months. Especially is this true of building materials, which are being sent to the West Indies and South America in constantly increasing quantities since the earthquakes made their disastrous attacks on Valparaiso and Kingston. The value of our exports to these sections of the world has increased to a very considerable amount, and the movement has as yet only really begun. It will take many months for the rebuilding of Valparaiso and Kingston, and American export trade should make an advance during that period, which can be maintained after the actual work made necessary by the earthquakes has been completed.

All that is necessary to make the increase permanent is for our exporters to see to it that the goods sent to these stricken countries meet the requirements of those who purchase them, in the matter of quality and price. If our customers find that we are supplying them a better article than that other nations are sending them, and at comparatively the same price, they will continue their dealings with us when prosperity again shines upon them. If, on the other hand, they discover that we have taken advantage of their situation by foisting upon them inferior goods, they will naturally transfer their patronage to other nations which will treat them with more justice. The earthquake has thus opened the United States a field for trade which it can maintain if it promptly fulfils its duty with the exporters or the manufacturers whom they represent.

**FORMOSA:**  
 A SELF-SUPPORTING COLONY.  
 The new Civil Governor of Formosa, Mr. T. Iwa, speaking the *Yifu Tsushin*, says that Formosa may now claim to be a self-supporting colony. Under Chinese control, about twelve years ago, the annual revenues of the island was 4 to 5 millions of yen, whether two years ago the revenues reached the sum of 30 million yen, namely over seven or eight times the revenue under the Chinese regime. The total figures were nearly twenty million yen; now it is over 45 millions. We have spent about 140,000,000 yen for the advancement of the island along various lines since we came into possession but for two years the island has been able to support herself without any help from the home government. But we must make more preparations for the improvement of sanitary arrangements, dock and harbours, and the opening of roads. In a word, to develop Formosa to the full extent of its real value we must import more capital and still. Baron Goto's plan comprises irrigation schemes for which a capital of 18,900,000 yen is needed for a work of ten years. When the plan is completed the revenues of Formosa will become enormous. The yearly rice crop, under the present system is stated to be 4 million koku, and it will be doubled under the new management. Estimating one koku at ten yen we shall have an income of some 40 million yen from rice alone. As for sugar, the present annual production of one million piculs will be trebled. From rice and sugar alone, Formosa will have an income of 100,000,000 yen. There is the camphor industry of about 5 million yen and tea to the amount of 6 million yen. When once the work of scientific irrigation is taken up seriously we can simultaneously apply the water itself in the production of power for industrial purposes. As Formosa is short of coal, we can use this water power for several industries such as sugar refining, hemp manufacturing, gum and paper mills. By that time Formosa will not only remain a prosperous agricultural country, but will become a very promising industrial island. At any rate, the next Parliament we are contemplating bringing in a Bill for an appropriation for a portion of the irrigation project.—*Japan Times*.

How to be beautiful—Keep your complexion, Mrs. Ellen's Omelette Charmant, Lait Charmant and Special Skin Tonic and Powder Charmant will enable you to do it. H. Charnant's for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents, 654



## The Finest Scotch Oats

deprived of every particle of HUSK and FIBRE

combined with PLASMON (the concentrated nourishment of fresh milk).

Only four minutes' boiling required, to make DELICIOUS PORRIDGE

PLASMON OATS 6d. per packet

## Careful Attention

should always be given to the teeth, not merely because clean, white teeth form so valuable an ornament to everyone's appearance, but also because they must be kept fit for the performance of their primary function—mastication.



## Cleans the Teeth

easily, pleasantly and thoroughly, as its enormous sale all over the world clearly shows, leaves the mouth deliciously refreshed, and fulfils the requirements of modern hygiene by its antiseptic value.

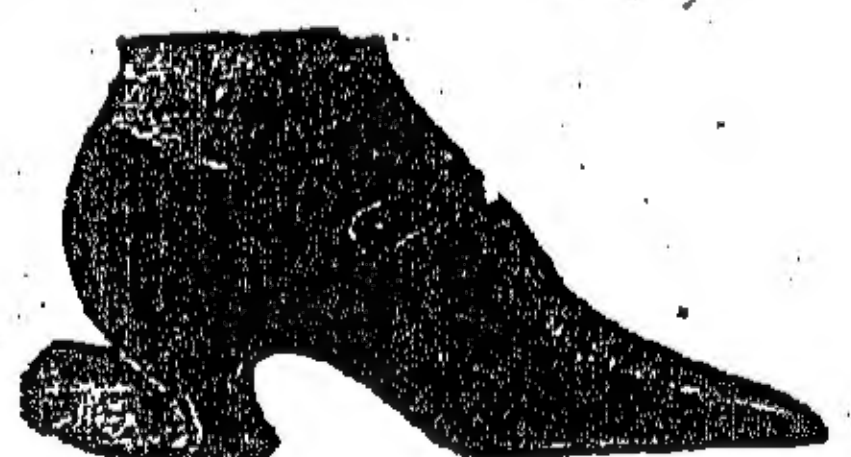
Sold by all local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, Eng.

## Why drink other beverages

when in Van Houten's Cocoa you have an enjoyable beverage which not only stimulates but also invigorates.

"A perfect beverage, combining Strength, Purity and Solubility."—*Medical Annual.*  
 "Refreshes and fortifies the system."—*Court Journal.*

**van Houten's**  
 A Cocoa you can Enjoy.



LADIES' AND GENTS' BOOTS AND SHOES.

EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.

PRICES MODERATE.  
**A TACK & CO.,**  
 26, DES VEAUX ROAD CENTRAL.  
 Hongkong, 18th January, 1907.

**KWONG TAI LOY.**

BATTAN FURNITURE, BAMBOO BLINDS, TIENTSIN CARPETS, JAPANESE AND SHANGHAI SUN BLINDS, MATTING of all Colours and JAPANESE GOODS of all Descriptions. No 16, QUEEN'S ROAD CENTRAL, HONGKONG. 2188

**A. LING & CO.,**  
 FURNITURE STORE,  
 PLATED GLASS AND CROCKERY WARE, &c., &c., and FOOCHOW LACQUERED WARE.  
 19, QUEEN'S ROAD CENTRAL.  
 Hongkong, 21st September, 1903. 778

**mitsu BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**

CODE WORD: "DOCK."  
 A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.  
 DOCK No. 3.

Extreme Length... 722 feet.  
 Length on Blocks... 714 "  
 Width of Entrance on Top... 964 "  
 Width of Entrance on Bottom... 894 "  
 Water on Blocks at Spring Tide... 344 "  
**DOCK No. 1.**  
 Extreme Length... 523 feet.  
 Length on Blocks... 513 "  
 Width of Entrance on Top... 86 "  
 Width of Entrance on Bottom... 7 "  
 Water on Blocks at Spring Tide... 64 "  
**DOCK No. 2.**  
 Extreme Length... 371 feet.  
 Length on Blocks... 356 "  
 Width of Entrance on Top... 66 "  
 Width of Entrance on Bottom... 53 "  
 Water on Blocks at Spring Tide... 22 "

**PATENT SLIP.**  
 Suitable for vessels up to 1,000 TONS.  
**THE WORKS** are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.  
 The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. 1175



## SHIPPING.

## ARRIVALS.

APPALECHU, British str., 2425, P. Nicols, 8th May, San Francisco via Shanghai 8th May, General—Standard Oil Co.  
 HAINUN, British str., 638, A. J. Robson, 8th May, General—Douglas Lapsink & Co.  
 HANYANG, British str., 1242, H. Troubridge, 8th May—Swatow 7th May, General—Hatterfield & Swire.  
 KWEI SOU, Chinese str., 1730, Wm. H. Lund, 7th May—Shanghai 4th May, General—Chinese.  
 NIKKAI MARU, Japanese str., 1044, W. Nakagawa, 7th May—Swatow 6th May, Nil—Order.  
 NUBIA, British str., 2014, F. J. Fox, 8th May—London 30th March, General—P. & O.  
 SIOGRO, German str., 1795, C. Schöndfeldt, 8th May—Hamburg 11th March, General—Hamburg-American Line.  
 SULLABAU, German str., 732, C. Lappi, 7th May—Haiphong 5th May, Cosis—Nielsen & Co.  
 FRI, Norwegian str., 890, C. Wagle, 8th May—Swatow 7th May, General—Aagaard, Thoresen & Co.

## CLEARANCES.

8th May.  
 HAINUN, British str., for Saigon.  
 HANYANG, British str., for Canton.  
 HANYANG, British str., for Amoy.  
 HANYANG, British str., for Kiangchow-wan.  
 HANYANG, British str., for Shanghai.  
 HANYANG, British str., for Bangkok.  
 HANYANG, Japanese str., for Canton.  
 HANYANG, British str., for Saigon.

## DEPARTURES.

8th May.  
 HAINUN, British str., for Haiphong.  
 HANYANG, Japanese str., for Swatow.  
 HANYANG, Japanese str., for Kanton.  
 HANYANG, British str., for Kiangchow-wan.  
 HANYANG, British str., for Newchuan.  
 HANYANG, Chinese str., for Canton.  
 HANYANG, German str., for Chetoo.  
 HANYANG, German str., for Singapore.  
 HANYANG, German str., for Bangkok.  
 HANYANG, British str., for Canton.  
 HANYANG, American str., for Moji.  
 HANYANG, British str., for Shanghai.  
 HANYANG, German str., for Canton.  
 HANYANG, Japanese str., for Kobe.

## SHIPPING REPORTS.

The British str. HAINUN reports: Strong N. E. wind and overcast.  
 The Chinese str. KANGTUNG reports: Fresh S. to S. W. winds and fog to Lamook, hence N. E. winds overcast and occasional rain.

## VESSELS IN DOCK.

May 8th.  
 AMERICAN DOCKS.—Kowloon Docks.—Sergio, Tiliatop, Y. Sautas, Hayphong, Amiral Benouet, Hankow, Miner, Samsun, Charles, Haden, Sun, T. Gregory, Apcar.  
 GONGHOLAN DOCKS.—Daphne.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship  
 "HAINUN."  
 Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 10th inst., at 11 A.M.  
 For Freight or Passage apply to  
 DOUGLAS LAURIE & Co.,  
 General Managers.  
 Hongkong, 7th May, 1907. 890

NAVIGAZIONE GENERALE ITALIANA.  
 (Florio and Rubattino United Companies.)  
 STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship  
 "ISCHIA."  
 Captain Deforo, will be despatched as above TO-MORROW, the 10th inst., at Noon.  
 At Bombay the Steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & Co.,  
 Agents.  
 Hongkong, 1st May, 1907. 1

FOR SINGAPORE, PENANG AND CALCUTTA.  
 THE Steamship  
 "GREGORY APCAR."  
 Captain S. H. Bels, will be despatched for the above Ports on SATURDAY, the 11th inst., at 3 P.M., instead of as previously advertised.  
 For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd.,  
 Agents.  
 Hongkong, 9th May, 1907. 695

CHINA COMMERCIAL S.S. CO., LTD.  
 NOTICE.  
 THE Steamship  
 "SUI-SAN."  
 Captain W. D. Welch, will be despatched for SALINA, GUZ, MEXICO, via KOBINOTZU, JAPAN, on SATURDAY, the 11th inst., at 4 P.M.  
 To be followed by the s.s. "DAPHNE" sailing about the 28th inst.  
 For Freight or Passage, apply to  
 CHINA COMMERCIAL S.S. Co., Ltd.,  
 Hotel Mansion.  
 Hongkong, 8th May, 1907. 758

COMPAGNIE DES MESSAGERIES MARITIMES.  
 FOR SHANGHAI, KOBE AND YOKOHAMA.  
 THE Company's Steamship  
 "OCEANIAN."  
 Captain Magnat, will be despatched for the above Ports on or about MONDAY, the 13th inst.  
 For Freight or Passage, apply to  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 8th May, 1907. 2

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "b." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews	P. & O. S. N. Co.	On 18th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	SALAZAR	French str.	—	A. Auld	MESSAGERIES MARITIMES	On 14th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	SUMATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	To-day, at 5 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	DOROTHY	Dan. str.	—	—	MELCHERS & Co.	About 10th inst.
MARSEILLES, LONDON & ANTWERP & HAMBURG	SINIGAMBIA	Ger. str.	k. w.	Eckhore	HAMBURG-AMERIKA LINE	On 20th inst.
HAMBURG, VIA PORTS OF CALL	BAVERN	Ger. str.	—	Miltzuff	MELCHERS & Co.	On 22nd inst., at Noon.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Girtzenbrau	HAMBURG-AMERIKA LINE	On 17th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	Schneidert	HAMBURG-AMERIKA LINE	On 14th June.
TRIESTE, &c. VIA SINGAPORE, &c.	THIRISTE	Aus. str.	—	W. M. Strorger	SANDER, WIELER & Co.	On 21st inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG.	HOHENSTAUFEN	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINE	On 29th inst.
DURBAN	HELIOPOLIS	Brit. str.	—	Kelley	GIBB, LIVINGSTON & Co.	About 15th inst.
NEW YORK	ERROLL	Am. str.	—	—	DODWELL & Co., Ltd.	On 16th inst.
NEW YORK	NORMAN PRINCE	Am. str.	—	Barrett	ARNHOLD, KARBERG & Co.	About 12th June.
SAN FRANCISCO	APPALACHEE	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 10th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	3 m.	E. Beethem	CANADIAN PACIFIC R. Co.	To-day, at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	Shubinson	CANADIAN PACIFIC R. Co.	On 22nd inst., at Noon.
VICTORIA (R.C.) & TACOMA VIA JAPAN	TREMONT	Am. str.	—	T. W. Garlick	DODWELL & Co., LTD.	On 18th inst.
CALLAO, IQUIQUE, VIA JAPAN PORTS, &c.	KASATO MARU	Brit. str.	—	—	YAMAGUCHI & Co.	On 22nd inst., at Noon.
SALINA CRUZ, MEXICO, VIA MOJI, JAPAN.	SUBSANO	Brit. str.	1 m.	—	CHINA COMMERCIAL S.S. Co.	On 11th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	—	W. D. Wells	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & Co.	On 23rd inst., at Noon.
JAPAN	EASTERN	Brit. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 1st June, at Noon.
YOKOHAMA & KOBE	TIPIANAS	Dut. str.	—	Pander	JAVA-CHINA JAPAN LINE	Quick despatch.
SINGAPORE, CHEFOO & NEWCHUAN	PRINZ SIGISMUND	Ger. str.	—	Lenz	MELCHERS & Co.	On 31st inst.
SHANGHAI, KOBE & YOKOHAMA	NANCHANG	Brit. str.	1 m.	J. Warnack	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	KOBUCHOW	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SEGOVIA	Ger. str.	k. w.	Schneidert	HAMBURG-AMERIKA LINE	To-day.
SHANGHAI, KOBE & YOKOHAMA	ONSHENAC	Brit. str.	—	G. Baile	MELCHERS & Co.	About 9th inst.
SHANGHAI, KOBE & YOKOHAMA	KWONGKONG	Ger. str.	k. w.	W. P. Baker	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	ABKHOUZ	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	HANGCHOW	Brit. str.	1 m.	Manley	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 9th inst.
SHANGHAI, KOBE & YOKOHAMA	OCEANIAN	French str.	—	Magnus	MESSAGERIES MARITIMES	About 15th inst.
SHANGHAI	CHOYANG	Brit. str.	—	A. E. Sandbech	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 4 P.M.
SHANGHAI	HOIHOW	Brit. str.	1 m.	W. P. Brymer	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI	OCEANA	Brit. str.	—	W. Hayward	P. & O. S. N. Co.	About 16th inst.
SHANGHAI, KOYOHAMA & KOBE	SAO DOMINGO	Dan. str.	—	—	MELCHERS & Co.	About 20th inst.
ANPING VIA SWATOW & AMOY	FRANKLIN	Am. str.	—	T. Ito	OSAKA SHOSHIN KAISHA	On 15th inst., at 8 A.M.
AMOY VIA SWATOW & AMOY	MAHABU	Jap. str.	—	I. Sakurai	OSAKA SHOSHIN KAISHA	On 12th inst., at 9 A.M.
SWATOW, AMOY, NINGPO & SHANGHAI	HANTANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, daylight
SWATOW, AMOY & FUOCHOW	BAIMUN	Brit. str.	—	A. J. Robson	DOUGLAS LAFRAIK & Co.	To-morrow, at 11 A.M.
SWATOW & SHANGHAI	SHAOSHING	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
MANILA	LOONGSHANG	Brit. str.	—	A. J. Smith	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
MANILA	YAPIRO	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co.	On 11th inst., at Noon.
MANILA	TEAN	Brit. str.	1 m.	R. S. Stapleyville	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
MANILA	HUBI	Brit. str.	—	S. Almond	SHEWAN, TOMES & Co.	On 18th inst., at Noon.
MANILA	SINGA	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 4th inst., at 10 A.M.
HOIHOW & HAIPHONG	ROBBERO	Ger. str.	—	F. Semblil	MELCHERS & Co.	On 1st June, at 9 A.M.
KUALA LUMPUR	GREGORY APCAR	Brit. str.	—	S. H. Belson	DAVID SARGSON & Co., Ltd.	On 11th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMBANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KAFONG	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
CEBU & ILOILO	IOCHIA	Ital. str.	—	Dondero	CARLOWITZ & Co.	To-morrow, at Noon.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and SUMATRA	ANTWERP	5 P.M. 9th	Freight and Passage.
SHANGHAI, NAGASAKI, KOBE and YOKO	YOKO	About 9th	Freight and Passage.
SHANGHAI	YOKO	About 10th	Freight and Passage.
LONDON, &c., via USUAL PORTS	DELHI	Noon, 18th	See Special Advertisement.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY, NINGPO & SHAL	"HANYANG"	On 10th May, daylight.
SHANGHAI and SHANGHAI	"SHAOHUNG"	On 11th May, 4 P.M.
CEBU and ILOILO	"HANGSHOW"	On 11th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 13th May, 4 P.M.
HONGKONG and HAIPHONG	"SINGAN"	On 14th May, 10 A.M.
MANILA	"TEAN"	On 14th May, 4 P.M.
"TSINGTAO, CHEFOO & N'CHUANG"	"NANCHANG"	On 15th May, 4 P.M.
SHANGHAI	"HOIHOW"	On 15th May, 4 P.M.
"TIENTSIN"	"KUEIHOW"	On 17th May, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A day's sailing is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

EDWARD SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS

Hongkong, 9th May, 1907.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY	"MASAN MARU"	SUNDAY, 12th May, at 9 A.M.
ANPING, VIA SWATOW AND AMOY	"FUKUSHU MARU"	WEDNESDAY, 15th May, at 8 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th May, 1907.

T. ARIMA, Manager.

# NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GNEISENAU"	About Thursday, 9th May.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BAYERN"	Wednesday, 22nd May, at Noon.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 23rd May, at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday, 31st May.
KUDAT and SANDAKAN	"BOENDE"	Saturday, 1st June, at 9 A.M.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,**  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th May, 1907.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC TO THE "EMPERESS LINE" Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.  
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF INDIA" 6,000	THURSDAY, 9th May ... 27th June
"MONTEAGLE" 6,163	WEDNESDAY, 22nd May ... 15th June
"EMPERESS OF JAPAN" 6,000	THURSDAY, 30th May ... 24th June
"TARTAR" 4,425	WEDNESDAY, 19th June ... 18th July
"EMPERESS OF CHINA" 6,000	THURSDAY, 4th July ... 22nd July
"ATHENIAN" 3,882	WEDNESDAY, 17th June ... 10th August

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships. 11,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 282. Intermediate on Steamers ... 240, ... 242. and 1st Class Railways ...

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

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# SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG OR AMSTERDAM.  
General Agent—G. A. WITT, SABANG, E.C.  
Coaling Agents—HALL BLYTH & Co., London, E.C.  
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMILIN, AND BENGAL COAL.  
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.  
FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.  
FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong,  
**JAVA-CHINA-JAPAN LIJN,**  
YORK BUILDINGS, (2200)  
NOTICES TO CONSIGNEES

THE EAST ASIATIC COMPANY, LIMITED, OF COPENHAGEN.  
NOTICE TO CONSIGNEES.

THE Steamship  
"SIAM"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 13th inst., at 8.30 A.M.

All Claims must reach us before the 20th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co.,  
Agents.  
Hongkong, 7th May, 1907.

AMERICAN AND ORIENTAL LINE.  
NOTICE TO CONSIGNEES.

S.S. "YEDDO,"  
FROM NEW YORK AND SINGAPORE.  
CONSIGNEES of Cargo by the above-named vessel and from Aden ex s.s. "Merkgraf" are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ARNOLD, KARBURG & CO., Agents.

Hongkong, 7th May 1907.

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Robbiano United Companies).  
NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.  
THE Steamship  
"ISCHIA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by CARLOWITZ & Co., Agents.

Hongkong, 6th May, 1907.

BOSTON STEAMSHIP COMPANY.  
NOTICE TO CONSIGNEES.

STEAMSHIP "SHAMMUT,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MANILA, SHANGHAI AND HANKOW.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 5th May, 1907.

ON SALE.  
A TABLE OF THE  
RATES OF EXCHANGE  
AT HONGKONG  
FOR  
DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;  
ALSO  
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.  
PRICE: 50 CENTS.  
On Sale at the "Daily Press" Office, or Local Booksellers.

# SHIPPING IN PORT.

STRAMERS.
AEON, British str., 2,759, Downie, 8th May—Port Kintla 13th April, Coal—M. M. & Co.
ARKHAR MARU, Japanese str., 3,353, O. Kita-shima, 5th May—Saigon 28th April, Rice—Wallen.
AURORA, British str., 2,331, A. Stewart, 30th April—Calcutta and Straits 13th April, General—David, Sassoon & Co., Ltd.
BELLEVOIR, British str., 5,726, J. Bartlett, 7th May—Liverpool 20th April, General—Butterfield & Swire.
BOURBON, French str., 380, Le Boul, 6th May—Saigon 3rd May, Rice and General—Chinese.
CANTON MARU, Japanese str., 1,938, S. Hirai, 2nd May—Saigon 27th April, Rice and Flour—Wallen & Co.
CHANGCHOW, British str., 1,828, H. Walker, 7th May—Saigon 3rd May, Rice—Butterfield & Swire.
CHONGKANG, British str., 1,424, A. E. Sandbach, 7th May—Shanghai and Swatow 3rd and 4th May, General—Jardine Matheson & Co.
CHUN SANG, British str., 1,417, P. S. S. 2nd May—Swatow 1st May, General—Ja dine, Matheson & Co.
CORPUS, British str., 2,714, A. Dixon, 30th April—San Francisco 2nd April, Mails and General—O. & O. Co.
DERWENT, British str., 1,502, John Jenkins, 1st May—Saigon 27th April, Rice and General—Chinese.
DECCAN, British str., 4,576, M. H. F. Jackson, 5th May—Amoy 4th May, General—Butterfield & Swire.
DEVANAH, British str., 4,785, J. D. Andrews, 2nd May—Bombay 17th April, Mails and General—P. & O. S. N. Co.
EMPEROR OF INDIA, British str., 3,032, E. Beetham, 8th April—Vancouver B.C. 19th March, Flour and General—P. R. Co.
EMPEROR OF JAPAN, British str., 3,920, H. Pybus, 7th May—Vancouver B.C. 18th April, General—C. F. R. & Co.
GERMANIA, German str., 1,000, H. Flugel, 24th April—Sydney 4th April, Ceylon—Swansea & Co.
GROSVET APCAR, British str., 2,861, S. H. Bolton, 3rd May—Mojito 29th April, General—Sassoon & Co.
GLENAYON, British str., 2,728, Woolfenden, 1st May—Singapore 26th April, General—Order.
HONESTY, German str., 3,075, F. Jaeger, 30th April—Hamburg 2nd May, General—March, General—Hamburg-America Linie.
HONG KONG, British str., 2,060, Henry Peters, 6th May—Peking and Singapore 3rd April, General—Chinese.
HONGKONG, French str., 741, Coriel, 6th May—Haiphong and Hellow 5th May, General—A. A. Marty.
HONGKONG, British str., 1,359, J. M. Hay, 3rd May—Saigon 2nd April, Rice and General—J. R. & Co., Ltd.
HUB, French str., 7,711, J. Pannier, 6th May—Haiphong 2nd May, General—A. R. Marty.
ISCHIA, Italian str., 2,741, D. Magazzini, 5th May—Bombay and Singapore 20th April, General—Carlowitz & Co.
KAIKONG, British str., 886, E. Flanagan, 4th May—Cebu and Iloilo 30th April, Sugar and Wood—Butterfield & Swire.
KILBRICK, British str., 2,403, T. Smith, 27th April—Amoy 12th March, General—M. M. & Co.
KIOTSE MARU, Japanese str., 1,495, S. Senaka, 8th April—Saigon Rice, Paddy & Cotton—Fukasei & Co.
KWELIN, British str., H. A. Harris, 6th May—Chinkiang 2nd May, General—B. & S.
KWELIN, British str., 1,141, Dowson, 30th April—Newchwang and Chefoo 25th April, General—Butterfield & Swire.
KWONGSANG, British str., 1,428, W. Palmer, 6th May—Wai, via Swatow 28th April, General—Jardine Matheson & Co.
KYOTO MARU, Japanese str., 2,699, N. Wakatsuki, 5th May—Saigon 30th April, General—Japanese.
LAURET, British str., 1,240, J. Jackson, 20th April—Saigon 16th April, General—Chinese.
LOONGSANG, British str., 1,092, F. Nelson, 6th May—Manila 3rd May, General—Jardine, Matheson & Co.
LOYAL, German str., 1,237, Watkins, 2nd May—Bangkok 24th April, Rice—Sander, Wieler & Co.
MEIKO, Chinese str., 1,349, J. McArthur, 5th May—Shanghai 2nd May, General—Chinese.
MERAGO, Chinese str., 1,597, Uldall, 5th May—Singapore 30th April, Sugar—Chinese.
MICHAEL JENSEN, German str., 951, H. Bendixen, 5th May—Hellow 4th May, Rice & General—Jensen & Co.
MINNESOTA, American str., 1,323, Charles Austin, 1st May—Seattle 1st April, Mails and General—Nippon Yusen Kaisha.
MONTEAGLE, British str., 3,973, Shubinson, 5th May—Vancouver 6th April, General—C. F. R. Co.
NAMRANG, British str., 2,591, P. H. Raft, 3rd May—Calcutta, Peking and Singapore 28th April, General—Jardine Matheson & Co.
NINGPO, British str., 1,237, E. Richards, 4th May—Saigon 30th April, Rice—Butterfield & Swire.
NISSEI MARU, Japanese str., 2,725, Natsume, 7th May—Saigon 3rd May, General—Dowell & Co.
NORSEMAN, British yacht, 164, A. S. Gibb, B.N.R. 24th April—Kobe 18th April.
ONORO MARU, Japanese str., 1,779, A. Komatsu, 23rd April—Saigon undecided, Rice—Wallen & Co.
PHEANANG, German str., 1,621, F. v. Mangel-dorf, 5th May—Bangkok 25th April, Rice and Meat—Butterfield & Swire.
PINGANG, British str., Elliston Warrall, 7th May—Singapore 2nd May, General—Butterfield & Swire.
PITSANULOK, German str., 1,267, D. Paimers, 4th May—Bangkok, 28th April, Rice—Butterfield & Swire.
PROMETHEUS, Norwegian str., 1,024, Ole Koentzen, 5th May—Bangkok 4th May, Rice—Nippon Yusen Kaisha.
PRONTO, Norwegian str., 1,920, Seeborg, 7th May—Bangkok 27th April, Rice—Agnard, Thoresen & Co.
SANES, German str., 985, F. Schmalz, 29th April—Bangkok 21st April, Rice & Wood—Butterfield & Swire.
SHAOHUNG, British str., 1,367, L. D. North-combe, 6th May—Shanghai 2nd May, General—Butterfield & Swire.
SUNING, British str., 1,769, W. E. Sawyer, 27th April—Saigon 23rd April, Rice—Order.
TATSU MARU, Japanese str., 1,943, H. Seno-miya, 3rd May—Kobe 25th April, General and Coal—Chinese.
TERIMO MARU, Jap. str., 3,500, N. Kabavashi, 26th April—Mojito 20th April, Coal—Osaka Shosen Kaisha.
TOMA MARU, Japanese str., 5,823, K. Kato, 5th May—Shanghai 2nd May, Flour—Nippon Yusen Kaisha.

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PAID-UP CAPITAL... 897,500 0 0  
11. FUND... 3,387,119 9 8

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*Sachsen*. 4th—*Ernest Binions*. 8th—*Scandia*,  
*Kintuck*.

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Hongkong, 27th February 1907

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